

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
April 12, 2000  
MAG Office Building - Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Lloyd Harrell, Chandler, Acting Chairman  
Tim Ernster, Avondale  
Joe Blanton, Buckeye  
\*Jon Pearson, Carefree  
\*Usama Abujbarah, Cave Creek  
\*Maggie Reese, El Mirage  
Paul Nordin, Fountain Hills  
\*Carl Stephani, Gila Bend  
Urban Giff, Gila River Indian Community  
Kent Cooper, Gilbert  
Ed Beasley for Martin Vanacour, Glendale  
Stephen Cleveland, Goodyear  
\*Luis Gonzales, Guadalupe  
\*Horatio Skeete, Litchfield Park  
Mike Hutchinson, Mesa  
Tom Martinsen, Paradise Valley

Prisilla Ferreira-Hernandez for Terry Ellis,  
Peoria  
Tom Callow for Frank Fairbanks, Phoenix  
Cynthia Seelhammer, Queen Creek  
David Easchief, Salt River Pima-Maricopa  
Indian Community  
Dick Bowers, Scottsdale  
\*Al DeShazo, Surprise  
Gary Brown, Tempe  
Ralph Velez, Tolleson  
Fred Carpenter, Wickenburg  
Lloyce Robinson, Youngtown  
Dick Wright for Mary Peters, ADOT  
Tom Buick for David Smith, Maricopa County  
Bryan Jungwirth for Ken Driggs, RPTA

\*Those members neither present nor represented by proxy.

OTHERS PRESENT

Kevin Adam, Mesa  
Eric Anderson, MAG  
Lindy Bauer, MAG  
Stuart Boggs, MAG  
Rosemarie Martinez-Booth, Tolleson  
James M. Bourey, MAG  
Peggy Carpenter, Scottsdale  
William 'Blue' Crowley, Citizen  
Valerie Day, MAG  
Shawn Dralle, ADOT  
Chuck Eaton, ADOT  
Dean Giles, MAG  
Barbara Goldberg, Steptoe & Johnson  
Phillip Hubbard, Peoria  
Terry Johnson, MAG

Debbie Kohn, Avondale  
Patrice Kraus, Chandler  
Shawn Krill, MAG  
Mary Peters, ADOT  
Chris Plumb, MCDOT  
Art Rullo, MAG  
Tami Ryall, Gilbert  
Audrey Skidmore, MAG  
Dennis Smith, MAG  
Kelly Taft, MAG  
Gordon Tyus, MAG  
Paul Ward, MAG  
Shannon Wilhelmsen, Tempe  
Harry Wolfe, MAG

1. Call to Order

The meeting was called to order by Acting Chairman Lloyd Harrell, Chandler, at 12:05 p.m.

Acting Chairman Harrell introduced proxies Ed Beasley for Marty Vanacour from Glendale, Tom Buick for David Smith from Maricopa County, Prisilla Ferreira-Hernandez for Terry Ellis from

Peoria, and Bryan Jungwirth for Ken Driggs from RPTA. Acting Chairman Harrell noted that Mr. Beasley is a candidate for the ICMA Board.

Acting Chairman Harrell announced that Ken Driggs from RPTA, recently lost his son, Eric, in an automobile accident while serving on a mission in Argentina. He gave the times and dates of the funeral arrangements.

Acting Chairman Harrell announced that April 12, 2000 was MAG's 33rd birthday and a birthday cake would be served. Acting Chairman Harrell stated that the first MAG Regional Council meeting was held on April 12, 1967, and was attended by representatives from ten cities, Maricopa County and the Arizona Highway Commission. He summarized some statistics of changes that have occurred in the past 33 years, including Chandler's population increase from 12,500 in 1967 to just under 180,000 today, an increase of 13.5 times. Acting Chairman Harrell expressed his desire that all member agencies rededicate themselves to the cooperative spirit that has kept this region great.

2. Approval of March 8, 2000 Meeting Minutes

Acting Chairman Harrell asked if there were any corrections to the minutes. Hearing none, he asked for a motion to approve.

Dick Bowers moved, Paul Nordin seconded, and it was unanimously carried to approve the minutes of the March 8, 2000 Management Committee meeting, as written.

3. Call to the Audience

Acting Chairman Harrell stated that a timer is available to assist the public with their presentations. He noted that public comments have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. At the end of the three minute time period, the red light will come on. He stated that for members of the audience who wish to speak, cards are available from the staff who will bring it to the Chairman. Public comment is provided at the beginning of the meeting for non-agenda items. Acting Chairman Harrell noted that no public comment cards had been turned in.

4. Executive Director's Report

James M. Bourey stated that a Clean Cities Conference on alternative fuels is scheduled for April 25, 2000 at the Mesa Convention facility. Mr. Bourey said the conference has received excellent response from sponsors. He encouraged attendance by city staff.

Mr. Bourey indicated that a public information request letter from the City of Tempe was at each place. He had a number of requests from Managers for the letter.

Mr. Bourey stated that a letter from the EPA was received on Monday stating that they were going to approve the PM-10 Plan. He indicated that a copy of the letter was at each place. Mr. Bourey stated that a notice proposing approval of the Plan must be published in the Federal Register before sanctions will be stayed. He said that we have not yet received verification that this notice has been published.

Mr. Bourey stated that MAG hosted the annual Intermodal Planning Group (IPG) meeting on April 5, 2000. He stated that the IPG is a gathering of agencies involved in the review of our

planning process. Mr. Bourey explained that MAG goes through a certification process occurs every three years, which will take place again next year.

Mr. Bourey introduced a new MAG employee, Shawn Krill, Senior Accountant. Mr. Krill received his Bachelor's degree from Northern Arizona University and is skilled in automated systems.

Mr. Bourey stated that a table and map showing Census 2000 response rates as of April 11, 2000, was at each place. He indicated that the Census Bureau will be sending out census takers to contact those who have not responded to the questionnaire. These census takers are required to attempt six contacts, three by phone, three in person. Mr. Bourey stated that if they are not successful after the six attempts, the census takers will explore other sources, such as neighbors, to verify residents. Mr. Bourey stated that much concern has been expressed about the questions asked in the long version of the Census form. He stated that a document explaining the reasons for asking these questions was at each place. Mr. Bourey encouraged members to familiarize themselves with these points in order to respond to any questions or concerns. Mr. Bourey stated that many member agencies participated in the New Construction Program, which resulted in approximately 14,000 new housing units being reported to the Census Bureau. Acting Chairman Harrell thanked Mr. Bourey for his report and asked if there were any questions.

Gary Brown asked for clarification of the default target rate. Mr. Bourey replied that the target rate was established by looking at the 1990 initial response rate plus 5 percent. If no previous response rate was available, they put in a "default rate."

5. Approval of Consent Agenda

Acting Chairman Harrell stated that public comment is provided at the beginning of the meeting for consent items. He noted that no public comment cards had been received. Acting Chairman Harrell stated that any member of the Committee may request that an item be removed from the consent agenda and considered individually. Acting Chairman Harrell indicated that Mr. Bowers requested that agenda item #8, Amendment of the FY 2000 MAG Unified Planning Work Program and Annual Budget to Include the Transportation and Community System Preservation Program Regional Growing Smarter Implementation Plan, be taken off the consent agenda and heard individually.

Acting Chairman Harrell stated that agenda items #6 and #7 were on the consent agenda. He asked for a motion to recommend approval of the consent agenda. Tom Martinsen moved, Ralph Velez seconded and it was unanimously carried to recommend approval of the consent agenda.

6. Amendment to the FY 2000-2004 MAG Transportation Improvement Program to Include Funding for the 2000 Summer Ozone Education Program

The Management Committee, by consent, recommended amending the FY 2000-2004 MAG Transportation Improvement Program to include \$300,000 for the FY 2000 Summer Ozone Education Program, using Congestion Mitigation Air Quality Improvement funds from the close out of the FY 2000 MAG federal program. In the summer of 1999, MAG and the Regional Public Transportation Authority in a partnership with the business community, conducted a Summer Ozone Education Program. This program is important to help this region have no exceedances of the ozone standard for the fourth consecutive year. In February 2000, the Regional Council approved an amendment to the FY 2000-2004 MAG Unified Planning Work Program and Annual Budget to include \$300,000 for the Summer Ozone Education Program. It was thought

at that time that the funding for this program was included in the FY 2000-2004 MAG Transportation Improvement Program. We have since found that this funding was inadvertently omitted from the TIP and it is now necessary to amend the TIP to include the funds. Congestion Mitigation Air Quality (CMAQ) funds are available from the closeout of the FY 2000-2004 MAG TIP. These funds will be used by the Regional Public Transportation Authority to conduct the program in partnership with the business

7. Consultation on Conformity Assessment for an Amendment to the FY 2000-2004 MAG Transportation Improvement Program

An amendment to the FY 2000-2004 MAG Transportation Improvement Program (TIP) is necessary to add the Summer Ozone Education Program project for FY 2000. The estimated federal cost of the project is \$300,000 in available Congestion Mitigation Air Quality (CMAQ) funds. In addition, the City of Phoenix, in conjunction with ADOT, has requested to advance the design, acquisition of right of way, and construction of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) from FY 2002 and FY 2003 to FY 2000 in the FY 2000-2004 MAG TIP. This facility is scheduled to be open to traffic in FY 2002. MAG has reviewed the projects for compliance with the federal conformity rule (40 CFR Parts 51 and 93) and found that the project changes require consultation on the conformity assessment. The Summer Ozone Education Program project may be categorized as exempt, for which conformity determinations are not required. The proposed Santan/I-10 Traffic Interchange minor project revisions may be characterized as administrative adjustments for which a conformity determination is not required. The current conformity finding of the TIP and the associated Long Range Transportation Plan Summary that was made jointly by the Federal Highway Administration and Federal Transit Administration in a letter dated June 10, 1999, would be unchanged by these actions.

8. Amendment of the FY 2000 MAG Unified Planning Work Program and Annual Budget to Include the Transportation and Community and System Preservation Program Regional Growing Smarter Implementation Plan

Mr. Bourey stated that MAG recently was informed that we have been successful with a Transportation and Community and System Preservation Program grant application and will receive \$295,000. This grant will assist the MAG member agencies in the implementation of the Governor's Growing Smarter initiative. The grant proposal includes the formation of a planning team of local government senior planning staff. This team will meet regularly to address some of the technical aspects of the project. In addition, MAG will assist cities in support of the growing smarter requirements and will create tools and techniques specific to the implementation of Growing Smarter to help analyze the impacts of growth. Mr. Bourey stated that it is anticipated that this planning effort will be closely integrated with the development of the new regional transportation plan. Acting Chairman Harrell thanked Mr. Bourey for his presentation and asked if there were any questions.

Mr. Bowers expressed his satisfaction with the receipt of the grant money. Mr. Bowers commented that the many plans completed by MAG need to be considered and unified with use of the money. He requested that Managers be consulted on the project. Mr. Bourey replied that the Management Committee could be involved in this process. Kent Cooper asked for identification of the group providing input. Mr. Bourey stated that input would be sought from by a planning team consisting of member agency representatives. He encouraged the participation of planning directors, or managers with policy making ability, in the process.

Mr. Bowers moved to recommend amending the FY 2000 MAG Unified Planning Work Program and Annual Budget to include the Transportation and Community and System Preservation Program Regional Growing Smarter Implementation Plan for an amount of \$295,000. Mr. Cooper seconded, and the motion unanimously carried.

9. Requested Change to the MAG Regional Freeway Program to Add a Project for State Route 51

Eric Anderson stated that the Arizona Department of Transportation has requested that a new construction project for the Sweetwater to Greenway Road segment of State Route 51 be added to the MAG Regional Freeway Program. He said that the new project is exempt from conformity requirements and is needed so that necessary noise mitigation and other changes can be made to this segment which opened to traffic in June 1999. Mr. Anderson explained that to ensure each completed construction project meets noise mitigation and other objectives, ADOT monitors conditions once a new segment opens. If the noise readings exceed the maximum decibel level in the ADOT noise policy and if the neighborhoods were developed before date of public knowledge, then ADOT pursues additional noise mitigation. He said that based on monitoring along the Sweetwater to Greenway Road segment of SR51, ADOT determined that some of the noise walls need to be extended and the construction of new walls in some locations is needed to mitigate the noise levels to meet the federal noise standard. Mr. Anderson noted that minor drainage improvements, the widening of one of the Bell Road ramps, and minor sidewalk and curb work are needed. Mr. Anderson stated that ADOT estimates that the cost of these improvements is \$1.83 million. The planned advertisement for this new project is June 2000 following MAG and State Transportation Board approval of the change.

Mr. Cleveland stated that a broader policy question is raised. He indicated that rather than considering individual projects as they come about, a common policy describing the methodology is needed and should be developed. Mr. Anderson stated that studying this methodology would have merit. Acting Chairman stated that staff would begin the process to define this policy. Mr. Cleveland noted his agreement with this process.

Mr. Cleveland moved, Mr. Martinsen seconded, and it was unanimously carried to recommend approving the request to add the exempt Greenway to Sweetwater Road noise wall project to the Regional Freeway Program.

10. Acceleration of State Route 51 Freeway From Union Hills to the Pima Freeway

Eric Anderson stated that the City of Phoenix has requested that the segment of State Route 51 connecting Union Hills to the Pima Freeway, be completed on an accelerated basis so that it is completed at the same time as the Bell Road to Union Hills project, in December 2003 instead of June 2005. The estimated construction cost of this segment is \$15.2 million. Phoenix has applied for a loan from the Highway Expansion and Extension Loan Program (HELP) to provide the necessary financing for this project. The HELP technical advisory committee has tentatively approved the financing. Phoenix would be responsible for its share of the interest expense as provided for by the MAG Freeway Acceleration Policy. The City's share of the interest is estimated to be \$597,500. The Regional Freeway Program will pay the balance of the interest, which is estimated to be \$464,765. If revenues are higher or lower than anticipated, the repayment to Phoenix would be adjusted accordingly so that no other projects in the program are affected. Phoenix has also agreed to pay for the cost of providing a connection from SR 51 to the new arterial Black Mountain Parkway that is estimated to cost \$18.4 million. Mr. Anderson clarified that the Black Mountain Parkway is not a part of the requested action and the City of Phoenix would be responsible for payment.

Tom Callow stated that the Black Mountain project may be built at a later time by Phoenix since the Black Mountain Parkway does not yet exist.

Mr. Martinsen moved, Mr. Callow seconded and it was unanimously carried to recommend approving the requested acceleration of the Union Hills to the Pima Freeway segment of State Route 51 in the Draft FY 2001-2005 MAG Transportation Improvement Program using a loan from the Highway Expansion and Extension Loan Program.

11. Amendment to the FY 2000-2004 MAG Transportation Improvement Program to Accelerate the Design, Acquisition of Right of Way and Construction of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) Project from FY 2002 and 2003 to FY 2000

Paul Ward stated that the Regional Council approved the City of Phoenix proposal to advance the completion of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) Project from FY 2002 to FY 2000. Under this proposal, the City of Phoenix would lend the Program the necessary funds to advance right of way, design and construction to meet the June 2001 completion date. Phoenix would pay a portion of the interest expense of the GAN based on the MAG Loan Policy and Guidelines. Mr. Ward said that last month, ADOT and Phoenix finalized the GAN financing agreement. He said that because federal funds are being used, it is necessary to amend the FY 2000-2004 MAG Transportation Improvement Program to include the three projects with the accelerated date.

Mr. Bowers moved, Mr. Cleveland seconded, and it was unanimously carried to recommend amending the FY 2000-2004 MAG Transportation Improvement Program to include 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Design TI Ramps; 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Acquire Right of Way; and 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Construct TI Ramps in FY 2000.

12. Status Report on the MAG Regional Aviation System Plan Update

Harry Wolfe stated that the Regional Council approved amending the MAG Unified Planning Work Program to include funding from the Federal Aviation Administration for the update of the MAG Regional Aviation System Plan (RASP). He said that two proposals were received in response to a Request for Proposals issued by MAG in February 2000. Mr. Wolfe stated that neither of the proposals was deemed to be responsive by a multiagency review group comprised of technical staff of MAG member agencies. Mr. Wolfe stated that the RFP was then reissued in March with clarifying language and more detail on the data available for the project. He said that MAG received proposals from Michael Baker Jr. Inc, and GRW Willis. On March 31, 2000, the MAG RASP Consultant Review Group interviewed the two firms and recommended that GRW Willis be selected, subject to certain conditions, undertake the study at a cost not to exceed \$235,000.

Mr. Wolfe stated that the MAG RASP Policy Committee met on April 3, 2000 a meeting of was convened to consider the recommendation. He said that because a quorum was not achieved, no action was taken. Mr. Wolfe stated that those in attendance agreed that MAG solicit additional input on the scope of work and draft a set of study assumptions that would serve as the basic framework for the RASP Update. These assumptions would be circulated among members of the MAG RASP Policy Committee as well as with technical staff for review and input. Discussions with the consultant on the scope of work are proceeding and a recommendation is expected after

the RASP Committee meeting in May. Acting Chairman Harrell thanked Mr. Wolfe for his presentation and asked if there were any questions.

Mr. Bowers stated that a potential fourth runway is being considered. He requested that previous history of agreements regarding eastbound departures from Sky Harbor flying to the beacon be considered in the Regional Aviation System Plan Update.

13. Desert Spaces Plan Implementation Task Force Draft Final Report

Corey Cox stated that the Desert Spaces Plan Implementation Task Force Draft Final Report was presented in October 1999 to the Management Committee for discussion. She said that the recommendations of the Task Force, included in the final report, would promote implementation of the Desert Spaces Plan, which was adopted in 1995. Ms. Cox summarized the recommendations of the Task Force that include formation of a citizen's committee to provide leadership for the implementation of the Plan; disseminate the policies and guidelines for environmentally sensitive development areas and work with affected groups to implement the policies and guidelines; Use the Desert Spaces Plan in commenting on proposed local, state and federal land use decisions; seek funding sources to acquire, protect and maintain region-wide conservation areas identified in the Desert Spaces Plan; and support implementation of the Plan through a variety of methods. Ms. Cox stated that the report was circulated to stakeholder groups and is included in the final report. Acting Chairman Harrell thanked Ms. Cox for her presentation. He asked if members had any questions. Hearing none, Acting Chairman Harrell asked for a motion to approve.

Tom Buick moved, Prisilla Ferreira-Hernandez seconded, and it was unanimously carried to recommend approving the Desert Spaces Plan Implementation Task Force Draft Final Report.

14. Environmentally Sensitive Development Areas Policies and Design Guidelines

Ms. Cox stated that the Environmentally Sensitive Development Areas (ESDA) Policies and Design Guidelines were presented to the Management Committee and Regional Council for discussion last year. These policies address retention areas that were identified in the Desert Spaces Plan, adopted by the Regional Council in 1995. The policies and design guidelines were developed by a subcommittee of the MAG Desert Spaces Implementation Task Force with input from the development community, environmental preservationists, and other stakeholders. The Desert Spaces Plan suggested that growth and development in Retention Areas should be managed sensitively to balance development with natural resources values. Ms. Cox stated that the ESDA, or Retention Areas, include 759,100 acres of publicly owned land, and 566,643 acres of privately owned land with high open space value, recommended for sensitive development regulations. Acting Chairman Harrell thanked Ms. Cox for her presentation and asked if there were any questions. Hearing none, he asked for a motion.

Mr. Nordin moved, Mr. Cleveland seconded, and it was unanimously carried to recommend approving the Environmentally Sensitive Development Areas Policies and Design Guidelines.

Acting Chairman Harrell recognized public comment from Blue Crowley, who had requested time during the meeting to express his sympathies to Ken Driggs. Mr. Crowley stated that he did not offer public comment on agenda items out of respect for Mr. Driggs. He requested that the record reflect the condolences of the body and the public on the loss of Mr. Driggs's son. Mr. Crowley stated that he considers Mr. Driggs a friend and wished to convey his sympathy. Acting Chairman Harrell thanked Mr. Crowley for his comments.

Acting Chairman Harrell asked for a motion to adjourn. Ms. Ferreira-Hernandez moved, Mr. Nordin seconded, and the motion was carried.

There being no further business, the meeting was adjourned at 12:44 p.m.

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Chairman

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Secretary